

Appl. No. : 10/796,767
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IN THE CLAIMS:

Please amend Claims 1, 14, and 15 as follows:

1. (Currently Amended) A watercraft comprising a hull, an engine compartment defined by the hull, an internal combustion engine disposed in the engine compartment~~hull~~, the engine having an air intake system through which air is delivered from the engine compartment to a combustion chamber of the engine, a sensor arranged to detect overturn of the hull, a control device configured to stop an operation of the engine based upon an output of the sensor, and a blocking device arranged in the air intake system to ~~inhibit~~fully close the intake system so as to prevent water from moving through the intake system toward the combustion chamber under control of the control device.

2. (Original) The watercraft as set forth in Claim 1, wherein the sensor comprises an overturn switch installed on the hull.

3. (Original) The watercraft as set forth in Claim 2, wherein the overturn switch generates the output when the hull inclines over a preset inclination.

4. (Original) The watercraft as set forth in Claim 2, wherein the control device controls the blocking device to inhibit the water from moving toward the combustion chamber based upon the output of the overturn switch.

5. (Original) The watercraft as set forth in Claim 4, wherein the air intake system comprises a throttle valve that regulates an amount of the air, the blocking device comprises the throttle valve.

6. (Original) The watercraft as set forth in Claim 1, wherein the air intake system comprises a throttle valve that regulates an amount of the air, the blocking device comprises the throttle valve.

7. (Original) The watercraft as set forth in Claim 6, wherein the control device controls the throttle valve to move to a substantially closed position based upon the output of the overturn switch.

8. (Original) The watercraft as set forth in Claim 7, wherein the control device disables the engine from being started after a preset period of time after the operation of the engine has been stopped.

9. (Original) The watercraft as set forth in Claim 7, wherein the control device allows the throttle valve to open during a preset period of time after the operation of the engine has been stopped.

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10. (Original) The watercraft as set forth in Claim 1, wherein the sensor comprises a lanyard switch assembly that is activated when a human operator of the watercraft is separated from the hull.

11. (Original) A watercraft comprising a hull, an internal combustion engine disposed in the hull, the engine having an air intake system through which air is delivered to a combustion chamber of the engine, the air intake system having a throttle valve that regulates an amount of the air, a sensor arranged to detect overturn of the hull, and a control device configured to control the throttle valve to move to a substantially closed position based upon the output of the sensor.

12. (Original) The watercraft as set forth in Claim 11, wherein the sensor comprises an overturn switch installed on the hull.

13. (Original) The watercraft as set forth in Claim 11, wherein the control device disables the engine from being started until a preset period of time elapses after the operation of the engine has been stopped.

14. (Currently Amended) A watercraft comprising a hull, an engine compartment defined within the hull, an internal combustion engine disposed in the ~~hull~~ engine compartment, an intake system configured to guide air from the engine compartment into a combustion chamber of the engine, a sensor arranged to detect overturn of the hull, means for stopping an operation of the engine based upon an output of the sensor, and means for inhibiting water from moving through the intake system toward the combustion chamber based upon the output of the sensor.

15. (Currently Amended) A method inhibiting water from entering a combustion chamber of an engine that includes an intake system having an air conduit extending from a space outside the engine to a combustion chamber of the engine, comprising determining whether a watercraft hull overturns, stopping an operation of the engine if the watercraft hull overturns, and blocking water from moving through the intake system toward the combustion chamber ~~based upon the signal~~ if the watercraft hull overturns.

16. (Original) The method as set forth in Claim 15, wherein blocking comprises moving a throttle valve of the engine to a substantially closed position to block the water from moving toward the combustion chamber.

17. (Original) The method as set forth in Claim 15 additionally comprising detecting an excessive inclination of the watercraft hull over a present inclination.

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18. (Original) The method as set forth in Claim 15 additionally comprising determining whether a preset period of time elapsed after the engine has been stopped, and disabling the engine from being started until the preset period of time has elapsed.

19. (New) A watercraft comprising a hull, an engine compartment defined by the hull, an internal combustion engine disposed in the hull, the engine having an air intake system through which air is delivered from the engine compartment to a combustion chamber of the engine, a sensor arranged to detect overturn of the hull, a control device configured to stop an operation of the engine based upon an output of the sensor, and a throttle valve arranged in the air intake system, the control device configured to adjust the throttle valve through a range of openings to maintain idle speed operation of the engine, the control device being further configured to close the throttle valve beyond the range of positions used for idle speed operation, to inhibit water from moving through the intake system toward the combustion chamber in response to output from the overturn sensor.

20. (New) The watercraft according to Claim 32, wherein the control device is configured to completely close the throttle valve in response to output from the overturn sensor.

21. (New) The watercraft according to Claim 32 additionally comprising an operator's area defined by the hull and a throttle valve disposed in the operators area so as to be operable by an operator of the watercraft, the control device configured to return the throttle valve to the idle speed range when an operator releases the throttle lever.